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E.O. 12958: N/A  
TAGS: [ATRN](#) [AMGT](#) [ASUP](#) [ENRG](#) [CO](#)  
SUBJECT: COLOMBIA: ANNUAL ALTERNATIVE FUEL/HYBRID ELECTRIC  
VEHICLE SURVEY

REF: SECSTATE 20845

11. The following responses are keyed to information requested in reftel.

12. Availability of Alternative Fuel/Hybrid Vehicles: While alternative fuel vehicles are permitted for commercial import, no car dealers in Colombia currently sell hybrid vehicles. Post's General Services Office (GSO) imports all its vehicles - there is no local procurement - and no Post employee has ever imported an alternative fuel/hybrid POV.

13. Servicing Alternative Fuel/Hybrid Vehicles: GSO uses only in-house mechanics for Embassy vehicle maintenance. These mechanics are not skilled in servicing alternative fuel/hybrid vehicles, nor did any post contacts know of any dealers with qualified technicians to service hybrids. Maintenance of alternative fuel vehicles (types listed below) is available, albeit difficult to find and expensive.

14. Availability of Alternative Fuel/Types: Alternative fuels -- E10 and B10 fuel blends, as well as natural gas -- are available in Colombia. The transit system is also presently experimenting with biodiesel up to B100. There are 280,000 vehicles utilizing natural gas in Colombia, of which 96,000 (primarily taxis) are in Bogota. Presently, 47 garages are equipped to service natural gas vehicles. However, alternative fuels are only available in major metropolitan areas.

15. Cost of Fuel/Alternative Fuel: Blended E10/B10 fuel costs the same as regular gasoline or diesel. The average current cost of regular gasoline and diesel is, respectively, USD 2.90/gallon (6,980 Colombian pesos) and USD 2.60/gallon (6,250 Colombian pesos). The cost of natural gas per cubic meter is USD 0.60, with three cubic meters equaling one gallon. The cost to convert a medium-sized vehicle to natural gas is USD 1,700, though GSO estimates it would cost USD 2,600 to convert an Embassy van.

16. Additional Costs: Use of alternative fuel/hybrid vehicles would create additional costs. Vehicle maintenance would represent the primary additional cost, as Post would have to either provide training to its mechanics or spend a significant amount of resources hiring an additional mechanic -- possibly hired from overseas -- able to maintain the vehicles. However, the Ministry of Foreign Affairs, which is in charge of diplomatic vehicle registrations, has told Post there would be no additional difficulties to import or register an alternative fuel/hybrid vehicle.

17. Resale Market: Given that alternative fuel and hybrid vehicles are quite new to Colombia, a resale market is not yet established in Colombia.  
NICHOLS